WASHINGTON.

Precarious Condition of Senator Sumner's Health.

Munifacturers Asking a Repeal of the Duty on Wool.

be subject to settlement and pre-emption, like other lands, at the price to se fixed and paid to the company, not exceeding an average of two dollars and filty cents per acre.

The company shall have power and authority to issue two kinds of bonds, secured by mortgage, namely—first, construction bonds; second, land bonds. Construction bonds; second, land bonds. Construction bonds shall be secured by mortgage—first, on all or any portion of the franchises, road bed or track of said railway and all the appurtenances thereto belonging. Land bonds shall be secured by mortgage—first, on all or any portions of the lands hereby granted. Whenever the company shall complete the first and each succeeding section of twenty consecutive miles of railway, and put it is running order as a first class road, it shall be the outy of the Secretary of the Interior to cause patents to be issued conveying to the company the number of sections of land opposite to and coterminus with said completed road to which it shall be entitled for each sections of land opposite to and coterminus with said completed road to which it shall be entitled for each sections of land opposite to and coterminus with said completed road to which it shall be entitled for each sections of land opposite to and coterminus with said completed road to which it shall be entitled for each section so completed. All railroads constructed or that may be nereafter copstructed to intersect said South Pacific Railway Company against any of said connecting roads over any part of said South Pacific Railway, shall be made by said company as they make for freight and passengers over their own road; provided also that said connection roads over any part of said South Pacific Railway; shall be made by said company as they make for freight and passengers over their own road; provided also that said connection roads as a first said connection roads over any part of said South Pacific Railway; and, provided further, that the rates charged for carrying passengers and freight on t The Southern Pacific Railroad Charter.

What the Pacific Railroad Saves the National Treasury.

WASHINGTON Web 21 1871 Preenrious Condition of Senator Summer. The health of Senator Sumner continues preca rious. He suffered less to-day than on yesterday, but his physicians have notified him that he cannot receive company without putting himself in danger of a relapse. He must abstain from all excitement and secure as much quietness as possible. It is thought that he will not be able to resume his seat in the Senate again this session.

The Prohibitory Duty on Wool. The Ways and Means Committee had a delegation of gentlemen before them to-day interested in having the duty on wool and woollen goods reduced. wool is so high as almost to prohibit its importa-tion. The committee informed them that it was now too late in the session to secure concurrent legislation on this question.

The Southern Pa ific Railroad Bill Passed

The House, by a vote of nearly two to one, passed the Southern Pacific Railroad bill to-day as reported from the Committee on the Pacific Rallroad. As it stands the bill provides for a trunk road from Marto San Diego, California. All the branch roads are out off, together with the land grants they conveyed. This action of the committee There are certain parties in the Senate interested in these branch roads who threaten to defeat the bill for the main trunk, but it is not thought they will be able to succeed. The bill was very skilfully nanaged in the House to-day by Mr. Wheeler, of ew York, chairman of the Committee lroad. The democrace attempted to flibuster, so that the bill would be compelled to go over; but they were unable to consume more than two hours, at

The Appropriation Bills. Mr. Dawes, chairman of the Committee on Appropriations, had an order made in the House to-day, by which the rules are suspended and the appropriation bills are to be considered in the Ho committee of the whole. This will facilitate business nsiderably, and, so far as the flouse is concerned, there is now no danger of any of the appropriation

The New York Scrip Dividend Tax. Committee vesterday, directing the Commissioner of ternal Revenue to collect, without further delay, the tax due from the New York Central Railroa Company on the dividends of its stock, is not likely to be acted upon before the close of the session. The mmittee took it up to-day, but was unable to come to any agreement upon it. The general opinion is that it will not be reported.

Benefits of the Union Pacific Railroad. The President has sent a communication to the Senate in reply to a resolution, in which he encloses the statements of the expenses of the govern ment for communication, transportation, &c., from 1840 to 1863, when the act for the construction of th Pacific Railroad was passed, from the Missouri cive to Colifornia, embracing the following States and Territories, viz.:—Kansas, Nebraska, Nevada, Callfernia, Utan and Colorado, for the Indian office, \$8,923,867. The Secretary of War says that the en-tire cost to the military service of guarding the overland route, from the Missouri river to the Pacific ocean, was about \$100,000,000. This sum is rather master General says that the cost of transportation of the mails to the Pacific coast and intermediate points west of the Missouri river was not less than \$14,583.988, making a to al of \$123,507,865, or an

average of over \$8,000,000 per annum. The Executive Mansion was thrown onen to-day to visitors, an immense number of whom are availing themselves of the opportunity to pass through the East Room and the

different pariors. In the department no business is Territorial Covernment for the District. The President to-day signed the bill to provide a

government for the District of Columbia. Republican Congressional Caucus.

The republican members elect of the Forty-second Congress have been requested to meet in caucus in the Hall of the Representatives, on Toursday, March 2. The object is to select candidates for officers of

THE SOUTHERN PACIFIC RASS ROAD CHARTER

WASHINGTON, Feb. 21, 1871. The Senate bill as passed by the House to-day, with amendments, retains as corporators of the South Pacific Railway:—

The Senate bill as passed by the House to-day, with amendments, retains as corporators of the South Pacific Railway:—

John C. Fremont, James L. Alcorn, G. M. Dodge, O. C. Freuch, John D. Caidwelt, J. J. Noah, A. C. Ostoone, Timothy Hurley, C. C. Pool, Cyrus N. Martin, John M. Corse, George E. Wentworth, P. H. Morgan, J. D. Cameron, Marshall C. Roberts, James L. Hodges, John M. Ray, W. Vermilye, Enoch L. Fancier, Charles F. Livermore, Joseph H. Oglesby, John Whytock, John M. Phytock, John M. Phytock, John M. James D. L. Bonges, John M. W. B. Jackson, R. C. Parsons, John Whytock, John M. Jackson, R. C. Parsons, Deice W. Elang, W. H. Jackson, R. C. Parsons, Deice W. Elang, W. H. Jackson, R. C. Parsons, Deice W. Elang, W. H. Jackson, R. C. Parsons, Deice W. Elang, W. J. Southworth, John H. Hals, G. T. Smith, J. W. P. Jack, C. C. Lourdige, D. L. T. Smith, Dyer, Affred Anthony, M. W. Bennauin, H. D. Cooke, Joseph R. West, W. S. Huntington, J. M. Tebbitts, C. C. Lourdige, D. D. Porter, M. Woodhuil, Hiram Price, M. C. Hunter, W. T. Walters, J. B. Browhlow, T. A. Morts, Owen Fuller, J. H. Ledlie, R. M. Hishey, Samuel Craymead, D. N. Stanton, Augustus ff. Whiting, G. L. Johnston, J. W. Goodiand, Powell Clayton, Samuel Trate, W. Bollon, H. Robintson, George Maney, O. H. Byrum, M. Burns, J. C. Goodloc, E. G. Barney, Cyrns Busey, J. W. Tarney, J. Lockwood, E. M. Davis, N. Patton, W. Fianigan, G. O'Brien, G. P. Brel, G. H. Gidding, J. J. Newell, E. W. Rice, R. M. Shoemaker, Samuel Stoan, S. W. Morton, J. B. Bowman, L. M. Ychries, J. J. Hilbas, G. R. Weeks, J. T. Luding, H. G. Gilbert, R. D. Williams, Thomas Olcoti, G. A. Posdick, Harry Hayes, G. S. Forbes, John S. Spragne, L. R. Marsh, A. W. Beckwill, J. C. Stauton, Cyrns B. Baldwin, A. J. Hamilton, Rush R. Stoan, Sias C. Oogrove, Sanuel in Jones, A. H. Decker, William N. Leet, B. J. Allen, J. B. Changes, Augustus Kountz, John N. Goodwin, William S. Rosecraps, Michael Hann, H. C. Warmoth, J. S. Williams, G. M. Sponcer, L. J. Hamilton, Euss & Good on the property of the Stat

have left voluntarily upon learning the condition of affairs. More recently, however, a number of men were secured by the company who have manifested a determination to stick in spite of the threats of the strikers, who belong to the organization known as the Iron Moulders' Union. On Saturday night, the 18th, two of the new workmen were attacked by the old moniders on Main street and knocked down and beaten. One of the men attacked drew a knife to defend himself from further assault, and was arrested by an oilicer, with the knife in his hand. Two of the assaulting party were also arrested, but the ringleader has thus far eluded the police. On Monday the parties were brought before Judge Bullock at the City Court, and Win. H. Danley, the assaulted moulder, was discharged, while John Ward, who assisted in the assault, was fined five dollars and costs. A crowd of the strikers attended the court and followed banley over to East Bridgeport after the trial. But as you officers accompanied him no assault was committed. On Monday night one of the new moulders was assaulted if East Bridgeport by two persons, who came upon him suddenly, and he was so badly beaten as to be jucapable of moving at all to-day. His is unable to kentify his assailants, as it was very dark when the assault was committed. The officers of the Monday, Junon deprecate all violence and counsel only legal jucasures of opposition.

ICE-BOAT RACING.

the other structures as may be necessary, not ing forty acres at any one point. There is a saled every attenate section of public land ineral designated by odd numbers to jount of twenty alternate sections. mineral designated by odd numbers to a moust of twenty alternate sections per le on sach side of the raiway through the territories of the United States and ten alternate ctions of land per mile on each side of the railway California, where the same shall not have been d., reserved or otherwise disposed of by the lited States, and to which a pre-emption or nomesad claim may not have attached at the time that droad is definitely fixed. In such cases other disposed of within the said of the said of the control of Exciting Contest on the Hudson River-Mishaps and Incidents of the Race-Exhilerating Sport.

POUGHKERPSIE, Feb. 21, 1871. One week ago the ice on the Hudson was a situation very demoralizing to the members of the Poughkeepsie Iceboat Association, who then saw ne prospects of "getting off" the annual regatta of the association. On Saturday last, however, came a heavy rain storm, the first in three months. To say simply that it rained would not half convey the idea. The water poured down in torrents, driving and melting the snow through the ice, and then came cold weather-just what was needed-and the next morning the bosom of old Hudson was one clear glare of ice for a distance of 100 miles. Not an obstruction met the view anywhere. That was a splendid outlook for iceboatmen, and immediately ustle and activity was noticed among them everywhere. Rigging was tightened, runners sharpened, topmasts strengthened, &c. The Commodore of the et, Mr. O. H. Booth, conversed with prominent members of the association, when it was concluded to put on the annual race at nine o'clock-this morning. Daybreak came clear and cold, and with a spanking breeze from the northeast. THE COURSE.

It had been resolved to sail eight miles to the south'and, or as near to the New Hamburg buoy as possible, turn stakeboat and return. By daylight one or two boats were slipping along over the route, so

THE PRIZE. The prize which the boats contested for was a magnificent silver wine pitcher. It is fiteen inches in height, and measures twenty-one inches in ciror exect of Congress for carrying passengers and freight on the Union Pacific and Gentral Pacific Railroads.

The road shall be constructed of iron or steel rails, manufactured from American ore, except such as may have been purchased or aiready contracted for. The construction of the railway shall commence simultaneously at San Diego and at a point at or near Marshall, Texas, to be completed within ten years. The road shall be subject to the use of the United States for postal, military and all other government services, at fair and reasonable rates of compensation, not to exceed the price paid by private parties for the same kind of service; and the government shall at all times have a preference in the use of the same for the purpose aforesaid. It shail not be lawful for any of the directors to make any contracts or agreements with the South Pacific Railroad Company, either in their Individual capacity or as members of an incorporated or joint stock company, to make contracts for the construction, equipment or running of its road, or to have any interest therein; and all such contracts or agreements are hereby declared under such, and all money or property received under such contracts or agreements may be recovered back for the benefit cumference at the bowl. It was manufactured expressly for the association by Tiffany & Co., of New York city, at a cost of \$200. It has been held one year without being contested for, there being no iceboating last winter. The first and only prize ever contested for by boats of the association previous to this winter was a beautiful silver service, which was won in 1863 by the Haze, Aaron Innis GETTING READY.

By the time appointed the owners of the contesting boats in to-day's race assembled in the private office of M. Vassar & Co., at the Brewery, where many details of minor importance were arranged, and where the owners of the boats drew by lot for position, the result being as follows:

No. Beat. Owner.

No. Bat. Occar.

News Boy T. Y. Johnston.

News Boy T. Y. Johnston.

Keys Boy T. Y. Johnston.

Very J. Wikinson.

Sephyr J. Buckhout.

Sephyr J. Buckhout.

Hazo Akron Innia.

All the boats were then ordered into line at once; but Mr. Buckhout's Zephyr having met with an

NEW JERSEY LEGISLATURE.

Railroads Again-The Sale of Polsons-The

Jersey City Charter Thrown Aside-Hobe-

ken Looking Aboud-A Short but Lively

Another railroad bin has been introduced into the

Legislature of New Jersey. This provides for another

air line from New York to Philadelphia. The real

object of the bill is to divert the atten-

tion of Camden and Amboy so that either

air line can be pushed through while the

monopoly is fighting the other. Mr. Sanxay intro

duced a bill for the appointment of a commission to take charge of the Bergen tunnel and settle matters

Delaware and Lackawanna have a bill authorizing

the construction of a tunnel through Bergen hill so

have generally offered to help this matter through,

A lively debate arose in the House vesterday morn

THE SALE OF POISONS. Messrs, Hornblower and Patterson resisted the

bill persistently, and endeavored to have physicians

from whom it emanated—fought it through, how-

The special order for the morning session was the

was filled with Jersey City men, all deeply interested

was filled with Jersey City men, all deeply interested in the measure. When the speaker announced the special order Mr. Fielder—who has taken his stand with the people and against the contractors' ring—moved to have the bill laid over till the atternoon, and the motion was agreed to. Messrs. Sanxay, of Essex, and Patterson, of Monmouth—the latter the leader of the democratic side—were tucking up their sleeves to lead off the opposition, when the postponement was suddenly announced. Had the bil come up it would be so mutilated and shern of its outrageous provisions that nothing would be left of it out a skeleton.

BUMSTED AND HIS GANO

would be left of it out a skeleton.

BUMSTED AND HIS GANG

tried to improve the hours of recess in procuring
new supporters for his pet charter: but he found the
ground was slipping from under his feet, and when
the House reassembled the charter men were so apprehensive of utter deleat that they had the bill
postponed till next Tuesday.

Several republican members insist on the appointment of Aneas Fitzpatrick on some of the commissions, although he is a democrat. He is a gentleman
whose integrity is unquestioned, and his appointment would go far to counteract the schemes of the
designing man who are endeavoring to plunder the
city. The charter men consented under strong pressure, but afterwards struck his name off. This very
act scaled the fate of the bill, which is now virtually
killed.

illed. The Hoboken charter was also discussed in caucus

yesterday. Bernard McCloskey, J. Logan and Chas. Chamberlain had an interview with members of the Municipal Corporation Committee on the subject. The annexation of Wechawken township is provided

The annexation of Wechawken township is provided for, and there are some apprehensions that the Hoboken Land and Improvement Company will procure the defeat of the bill on that account. The jolly, fat, neavy weight representative from Hoboken, Hermann D. Busch, is always to be found in his seat, and when he addresses the House he seldom fails to carry his point.

Several Hoboken men were also interested in procuring the passage of the bill creating the office of REGISTER OF DEEDS FOR HUDSON COUNTY, but the measure was defeated. It was aimed as a blow against County Clerk John Kennedy, who seems to have lost the support and sympathy of the, Hoboken men, to whom he is indebted for his position.

Hoboken men, to whom he is indebted for his position.

The time for introducing private bills expired yesterday, and an effort is being made to have an early
adjournment. The session will probably terminate
about the middle of March.

In the Senate Mr. Woolverton introduced a bill to
incorporate the Trenton Printing and Publishing
Company, Mr. Taylor to incorporate
THE HUDSON MARKET COMPANY
of Jersey City, Mr. Adams to incorporate the New
Jersey Coast Canal Company—ordered third reading:
to authorize Newark to borrow \$100,000 for the purchase of land and erection of schoolinouses; Mr. Taylor introduced a bill to incorporate the New Jersey
Real Estate Association. The act to repeal an act
concerning actions at law was passed. The supplement to

THE CHARTER OF NEWARK

was passed. A bill was introduced providing for a supplement to the Jersey City Gaslight Company. In the House a bill was introduced to vacate part of Commerce street, Rahway.

4. The time for the introduction of private bills was extended to February 21. Great mass of business of small importance. Houses rose at six a clock.

CHARY JAVE" IN CONNECTIONS.

Trouble Among Workmen-Iron Moulders Strike-The Terrible Trades Union People.

BRIDGEFORT, Feb. 21, 1871.
The iron moulders at the Howe Machine Company

in this city, have been on a strike for a number of weeks and the company has, during that time, made

several efforts to replace them by other men from abroad. Two or three lots of men have been im-ported, but have been driven away by the strikers or

have left voluntarily upon learning the condition of affairs. More recently, however, a number of men

ing on the bill regulating

ever, and it was finally passed.

Jersey City charter.

rime, when THE JUDGES,
Professor H. G. Fastman and Hudson Taylor, and the referee, William C. Arnold, gave noise to all to look out for the word. At this juncture crowds of people were visible upon the ice in the vicinity of the boats and upon the plers in front of the city. From a flagstaff on Visiant's Brewery waved the club flag, while other buildings were also decorated with bunding.

At the proper time the men on board the Ella, the first boat to start, sung out that they were ready, when all eyes were turned towards that first or sfr. The judges signalled the helmsmen to have a care, and then shouted "Go !" In a twinking she wore away before the wind, and as the fresh, cold northeaster struck her causes she dashed away south-

time, as she is considered one of the fastest vessels in the flect.

The face.

The race down the river was of the most exciting character. Some of the boats had three men in, some four and one five. When nearing the lower stakeboat the fills, still ahead, made two short stretches looking for the turning point, when the felole, which was bearing down upon her with more than the speed of the wind, passed her, the Snow Flake coming next, but keeping behind the fills, and the Haze fourth, while the News Boy lagged behind. To the surprise of many the lettle did not turn the stake, but keep on down the river, appar afty making straight for New Hamburg buoy, while the fills rounded the stakeboat and headed for home in fine style, followed by the Snow Flake, Haze and News Boy. Sundenly, after ascertaining that he had passed the stakeboat, the helmsman of the felcle whilried his vessel about and started homeward also. His boat slid up the river like a whiriwind, soon passing the Snow Flake, Haze and News Boy, and then made a cash for the fills, but did not reach her. All rushed across the line at home in the following order and tire:

Else

compened to make humarous stretches from the east to the west store and back to avoid shell lee and other obstructions. In making these stretches it is closely estimated that all the boats went at least four miles out of their way from a direct line to the stake boat, which made a twelve mile course. That distance was accomplished on the down trip in ten and a half or eleven minutes, the quickest time on record. Coming back the wind was dead anead, consequently the matter of time could not be taken into consideration. On none of the tacks, however, did the boats consume more than a minute to a mile. When the winning boat came in she was welcomed with shouls and cheers and the blowing of steam whisties. It is not improbable that a race will soon take place between the Elia and feicle for another prize, as Mr. Roeseveit is not satisfied as to the speed of the two vessels, in consequence of his mistake. This afternoon Mr. Johnston took Rev. Mr. Van Glesen on board the Elia and stake a five mile send down the river.

TORNADO IN CALIFORNIA.

Lightning Ever Known on the Pacific Const-Fearful Effects of the Wind and Rain-House Crushed by a Failing Wall-Four Lives Lost.
SAN FRANCISCO, Feb. 21, 1871.

Heavy rains were prevailing in this State last right. At eleven o'clock P. M. a terrific southeaster burst on the city, accompanied by rain, bail, thuuder and lightning, doing much damage. Hitherto the inhabitants of California were accustomed to note faint flashes of lightning and low rumbles of thunder, hardly recognizable in the intervals of years. The flashes of last night were as vivid as years. The masnes of last mast were a vivid as those seen in the Western States, almost continously accompanied by tremendous peals of thunder, producing more consternation than a heavy carinquake would have done in San Francisco.

The storm commenced at about midnight and lasted over an hour, the baroineter failing lower than ever before known in this laitfude. At the corner of New Montgomery and Minna streets a fire wait, twelve feet high and sixty feet long, was blown from the top of a three stery house on a frame building adjoining it, crashing the latter into ruins, beneath which were buried from fifteen to twenty persons. All got out safe, or not tatally injured, except Mrs. McLeonard, the wife of a watchman at the State Prison, her child, ten months old; a daughter, twelve years old, and Mrs. Slogan, all of whom were instantly killed and frightfully mangled. Several others were injured, but none fatally. Three alarms of fire during the storm aided to make the night the most remarkable ever experienced here. There was more thunder and ighting in one hour than ever before heard and seen in San Francisco altogether.

The shipping in the harbor generally escaped without serious damage. The storm in the mountains was severe. The telegraph lines were damaged in all directions. those seen in the Western States, almost contin-

Address of the Coroner to the Jury-Reca-pitulation of the Evidence. POUGHERREIE, Feb. 21, 1871.

The Coroner's jury in the New Hamburg disaster met at two o'clock this afternoon to deliberate upon the testimony which has been given and to make a verdict. Coroner Andrus presented to them the

verdict. Coroner Andrus presented to them the following:

@ENTLEMEN-In submitting this case to your deliberation it is, perbaps, unnecessary to eally your attention to its importance or to the interest with which the public will regard your decision. That you have patiently, thoroughly and importance or to the interest with which the public will regard your decision. Though it whole matter is a necessary, yet I beg leave to present for your consideration as few points suggested by the testimony. Was the oil train in question fully equipped with the proper and reliable brance; an eugine in good order, and other appliances for its successful control, with men competent and failiful to their duties and working at their proper point? Might the broken axic have been discovered sooner had a brakeman been at his place in or near the middle of the train, and consequently by his notice to the engineer the train have been slopped in time to prevent the tank car from running off the track? As these oil trains are known to contain a very highly inflammable, and therefore dangerous material, has there been such caution exercised on the part of those in charge of the train in question to guard against accident as the public have a right to demandrate insured and thorough examination of the running gear at each of their stopping places would have evineed? If the forward brakeman had been on the watch for signals from the conductor of this post of duty, instead of shovelling coal, might the engineer, through him, have received the aignal to stop much sooner than he did? Was the conductor of the oil train guilty of neglect by not having each brakeman at his post? Was he culpable in disobeying the rules of the road by not having a bell cord stigning over his train, although practically it may have been uscless as a means for trahsmitting si, hais from the caboose to the engineer, that of the road by not having a bell cord stigning over his train, although practically it may have been to seless as a means for trahsmitting si, hai

CHARLES DICKENS.

Lecture by George W. Curtis.

George William Curtis delivered his lecture on
Charles liverage income night, to a langu audience, in
Adelphi Academy, Brooklyn. He began with a delightful résumé of the story teliers who preceded Dickens, and then introduced his audience to the great hero of his lecture as he stood in New York reading his inimitable "Christmas Carol," likening

MAKING EVERYBODY SEASICE.

But there was no master. Hood's "Bridge of Sighs" was the first echo to Burns! "A man's a mae, for a' thai.." The novel writer is the tremendous pamphieteer of genius. He takes the place of the statesman and the orator. Demostnenes must yield to Dickens. The most searching influence of modern society is that of the story teiler. The distinction of Dickens' genius was its moral power, though his stories were never swampod in a sermon. When "Nicholas Nickelby" came out all the schoolmasters cried,

"MY NAME ISN'T SQUIRES!"

"Micholas Nickelby" came out at the schoolmasters cried,
"MY NAME ISN'T SQUIRES !"
and when little Dorrit knocked at the door of the circumlocution office every barnacle looked out, crying for help, and saying, "Here's a man who wants to know, you know." Charles Dickens made his genius the voice of the voiceless. He made the English novel

THE PLEA OF THE WRETCHED.

Homer never spoke of the poor man. Shakspeare did not speak of him, except as the but of gibes. To deduct Dickens from the present generation would be like taking a great reformer from his special reform. He was our great street preacher, and his audience listened from palace windows and from curbstones.

and his additional distinct from palace windows and from curbstones.

The lecturer was interrupted often by applause, as he showed by his masterly and sympathetic analysis of the character and motives of the great novelist, that he was of all men the one to speak fittligily of Dickens.

RECEPTION OF THE THRETEENTH, OF PROGRESS.

The Brooklyn Academy of Music was resplendent

ast night with the glitter and glare of brilliant military epaulettes, belts, swords, diamonds and personal ornaments of every description. The occasion was the fun dress reception of the gailant Thirteenth regiment, National Guard State of New York. The mere announcement of a reception by this falls to meet with the enthusiastic endorsement of the fair friends of the members of that organization, and never falls to attract them to the entertainment. Last evening the attendance was most select and numerous, the tollets of the ladies. and numerous, the toilets of the ladies, being both elegant and rich. The floor of the Academy was carpeted with handsome medaliton Brussels carpet, the same which adorned the place on the occasion of the late Charity Bail. Canary birds were suspended from the balconies in handsome cages. These feathered songsters lent the charm of warbling notes to the music of Granila's and the regimental band. The former was located in the rear part of hall, which was fitted up as a tent, with muskels stacked and drums in tiers. The arrangement of the bunting displayed was fasteful. Fortraits of prominent officers of the Second National Guard were hung about the boxes, and the effect of the whole was pleasing and conveyed the idea of a drawing room recoption. Among the prominent officers present were Major General Woodward, Brigadier General Thomas C. Dakin, Colonel Frederick Mason, communding Thirteenth regiment; Licutenant Colonel Briggs, Major Daniels, Adjutant Richards, Captains Thomas Dean, Baldwin, and Major Charles Schurig, of the Fourteenth regiment. Officers of the staff of several other commands also participated in the festivities. The programme embraced twenty sets, with a piomennade intervening. The Lanciers, Redowa, quadrille, waitz and galop formed the terpsichorean part of the reception, which was not concluded until near the dawn of Ash Wednesday morn.

CRUSHED TO DEATH.

Henry Glenbudd, a negro, met a horrid fate the Help dienoudd, a negro, mer a horne rate the day before yesterday on the Jamesburg and Free-hold Railroad, in New Jersey, near Englishtown. It appears that, while jumping from a car to the engine tender, he fell under the wheels and was crushed to death. He had fallen once or twice before while trying the same feat, but escaped.

A young woman named Annie Coon, residing in West Twenty, sixth street, deliberately jumped off the ferryboat Hudson City in the middle of the North river at half-past ten o'clock last night. The body was not recovered.

THE NEW HAMBURG DISASTER. THE JOINT HIGH COMMIS-SION.

> Parliamentary Discussion of the British Programme.

TELEGRAM TO THE NEW YORK HERALD.

LONDON, Feb. 21, 1871. The interest which attaches to the question of the probable operation of the international Joint High Commission during its sitting in Washington has not abated. The feeling which prevails in the public mind finds expression in the Parliament.

During the session of the House of Commons this evening Premier Gladstone objected to producing the instructions which had been given to the Angio-American Commission.

He said that he believed that "the improvement of maritime international law would certainly be one of the topics of their deliberations,"

Mr. Disraell on the Attitude of the United States Towards England. Mr. Disraell, in the House of Commons on the 9th nst., concluded a long speech, of which the follow-

inst., concluded a long speech, of which the following is, in substance, the concluding portion:—
Turning to our relations with the United states he complained that its public men, especially Mr. Sumier, who held the position of chairman of the Foreign Affairs Committee of the Senate, assumed an attitude towards this country very different to that which they observed to other Powers. What was the reason of this? His companies of the conduct of this country during the civil war were most unfounded and unjust, and he thought they arose from the desire to conclinate political support at the expense of this country, in the belief they should not resent them. The only course was to treat them with forbearance and contempt, but they were dangerous, inasmuch as they roused passions which it might be difficult to allay, and trusted that if negotiations were to be resumed the government would not less the construction. they were dangerous, inasmuch as they roused pussions which it might be difficult to allay, and trusted
that if negotiations were to be resumed the government would not lose the opportunity to come to a
clear understanding with that of the United States;
and he hoped that the result of the army scheme,
which was to be submitted to them, would be
such that it would be felt abroad that neither the
honor nor the possessions of England were to be attacked with impunity. And if that was the case
they would soon hear little of repudiation, of treaty
ob igations, of insulis either covert or open, of alicgations, of decine of England's power and influence,
is then proceeded to warn the House that the pursult of wealth and commerce was not the only
duty of this generation, and denied that the
idea that the career of England had culminated,
pointing to the indian mutiny and the Abyssinian
expeditions as proofs of what she was capable of
when her energy was aroused.

THE FISHERY QUESTION IN CANADA.

Parliament Inquiring Iuto the Powers of the J.int High Commission.

Statement of Sir John A. Macconald-England Guarantees the Rights of Canadian Fishermen-The Fenian Raid Claims to be Brought Before the Commission-All Disputed Questions to be Settled.

OTTAWA, Feb. 21, 1871. In the Dominion Parliament last night Sir A. T. Gait brought forward a motion respecting the fisheries and the appointment of a joint high com-

Sir John A. Macdonald laid a correspondence connected therewith on the table.

Replying to a question of Sir A. T. Galt, if the

government intended to protect Canadian fisheries as heretofore, Sir John A. Macdonald made a statement at some length regarding the subject. He described the relations between Canada and the United States and the ctrcumstances that had rendered it necessary that the rights of this country to control its waters should be He explained how the system of licensing American fishermen had been calculated and the state of licensing American fishermen had been calculated as a second control of the state of the state of the second control of the state of the second control Hehed, and had prove. - - - - mi innure, 364 vessels 1869, the number gradually decreasing until the Americans disregarded them altogether. The Imperial government assented to the proposition that the Canadian fisheries should be preserved for Canadian fishermen, and placed a navat squadron to aid us in carrying out that policy. Sir John believed that the reading his inimitable "Christmas Carol," likening him to Homer chanting the tale of Troy or Defoe reciting Robinson Crusoe, with his listeners

LIKE RAPPY CHILDRES.

Dickens a snob! What is a snob? A man who admires mean things meanly. When Scott died the throne was vacant. There was no cry of "Live the King," for there was no king.

Bulwer was making weak dilutions of Byron and Disraeli was stinging with his persifiage; James was getting his two horsemen comfortably into their saddles for their long journey, and Captain Marryatt disputed questions, and the imperial government had consented to appoint such Commission, consisting of Earl de Grey, Sir Edward Thornton and himself, Sir John A. Macdonald. The American government had consented to the consente self, Sir John A. Macdonald. The American govern-ment had consented, but suggested that the Commis-sion should consider all the questions in dispute. The action of the Commission would be submitted to

The action of the Commission would be submitted to the Imperial Parliament.

In reply to Mr. Dufresne, Sir John said he did not know that the Commission would include the Fenian raid claims, but correspondence was now going on with reference to this matter with the Imperial government.

Discussion followed as to the share the Canadian government had had in the negotiations for the enlargment of the powers of the commissioners, and the Premier was obliged to confess that Sir Edward Thornton had taken that step without consulting him.

him. Sir John and Sir Francis Hincks also seemed to believe that the Fenian raid claims would form a subject for consideration, the latter especially holding that all questions in dispute with the British colonies would be considered as mentioned in Sir Edward Thornton's first letter.

Mr. Mackenzie said he could see no basis for such expectations.

Edward Thornton's first letter.

Mr. Mackenzle said he could see no basis for such expectations.

Sir A. J. Gait pointed out that the correspondence must be taken in two parts, and that the scope of the Commission would be decided by Mr. Fish's letter of acceptance, where he guardedly stated that the subjects for consideration would be limited to questions arising out of the war.

Sir George E. Cartier, in reply to Mr. Mackenzie, stated that her Majesty's government had promised that the Commission to consider all the Alabama claims would have power to deliberate upon the Fenian raid claims.

Hon. Mr. Holton inquired if the detailed statement of the Fenian claims requested by Earl Kimberly had been furnished before the appointment of the Gommission, and upon Sir Francis Hincks answering that it had been sent, Mr. Holton remarked that these papers ought to have been included in this return.

The Premier excused the absence of important.

that these papers ought to have been included in this return.

The Premier excused the absence of important papers by stating that it was quite impossible to tring them down, but the Colonial Office had been telegraphed with regard to those of a confidential nature, and they might be produced.

A motion to print the papers was adopted.

Ar. Mackenzie gave notice of a motion for copies of the correspondence respecting the Fenian raid claims.

In moving for the correspondence respecting the

of the correspondence respecting the remain raid claims.

In moving for the correspondence respecting the St. Clair Flats Canal, Mr. Mackenzle urged the importance of firmly maintaining our rights, as there was no other channel at our command by which a vessel could be sent from one great lake to another. The importance of the matter was admitted by the Premier, who said there was correspondence with the imperial government, but it was not complete, and could not, therefore, be produced.

Cauadians Satisfied With the International Commission.

The Ottawa correspondent of the Telegraph says:—'The announcement by Sir John Macdonald in reference to the fishery question and the appointment of the International Commission created a profound impression in the House. What the Premier said confirmed the statement made on Satur-day, to the effect that the Dominion gevernment, so far from having been ignored in the appointment of the Commission, were not only cognizant of the movement, but were actually originators of it to a very considerable extent.

the Dominion Frown Down a Debating TORONTO, Feb. 20, 1871. The question of independence is assuming a hith

Treason la Canada-The High Judiciary of

erto unwouted degree of prominence in the public mind, and is being discussed with a freedom and outspokenness never before known. The Canadians are at last beginning to realize the drift of events, and to perceive that John Bull would very willingly rid himself of the burden of responsibility entailed by the present connection, and that the time is fast approaching when they will have to shift for themseives. Toronto has ever been regarded as the stronghold and centre of toryism and British feeling,

and prides their upon being
THE MOST ENGLISH CITY ON THE CONTINENT,
Here snobbery and old fogyism have hitherto

reigned supreme. The bon ton ape English cus ms, swear at everything American, and pride emselves on doing "just as they do at 'eme yer themselves on doing "just as they do at 'eme yer know." The young bloods who lounge about the hotels, affect Knickerbocker and mutton chop whiskers, and converse in the mane and languid drawl of Dundreary; private carriages are driven by servants in livery; "'arr an' 'arr" and "bittab eah" are the favorite beverages, and the Lieutenant Governor opens his "Parliament" attired in a Windsor salt, in all the glory of a cocked hat, white satin breeches and sword. Yet even here the leaven of progress and liberalism is working. A recent cir-

satin breeches and sword. Yet even here the leaven of progress and liberatism is working. A recent circumstance has developed the extent to which an rexation sentiments, thinly veited under the guise of independence, are spreading, and the fears of those in power, as demonstrated by the action of THE HIGHEST LEGAL AUTHORITIES, have been directed to counteract the inovenient. The young and rising professional men are very generally liberal in sentment and disposed to favor independence or annexation, but have intherto been restrained from giving free expression to their views by the fenr of losing caste with the upper circles of society and offending the official chique who exercise so great an indusence throughout Canada. A society for purposes of intellectual improvement entitled the "Uggoode Debaung Club," composed of young lawyers and law students, which numbers within its ranks some of the most brilliant of the rising legal aspirants, announced a debate to be held on Tuursday evening, the 16th inst. in Osgoode Hall, where the sittings of the Superior Courts are held, and readily dared to beard the lion of intrenched fogysen and prejudice in his den by the announcement that the subject of "OANADIAN INDEPENDINCE" would be discussed on the occasion. Invitations were extended to the ditte of the city, including the judges of the Supreme Courts, to be present. The action of the daring innovators created a tremendous excitement. It was unprecedented, may worse, disloyal, What I discuss Canadam independence! Think of the consequences if the decision were in favor of the adirmative! The fabric of society was endangered; such a thing must never be permitted. The Judges met in solemn conclave and considered the course to be adopted to prevent the mischief it was leaved would ensue, and as a result of their deliberations the following replies were sent to the secretary of the club by the Chief Justices of the Sucretary of the club by the Chief Justices of the

Chief Justice Richards begs to acknowledge the rec an invitation to attend the meeting of the Osgoode Be-Club on Tuesday eventing, the 15th February, at which ling it is stated on the accompanying programme the for debate is for debate is...
"Would it Be Conducive to the Interest of Canada to Sever
Its Connection with the Mother Country and Become Inde-

matter.

CHIEF JUSTICE HAGARTY'S REPLY.

Chief Justice Hagarty presents his compliments to the secretary of the Osgoode Departing Cinb and thanks him for the courteous invitation for Thursday evening. He must, however, decline being present at the consideration of a question such as is mentioned for departe, and which he much regrets is held worthy of discussion by gentlemen of the legal profession under the same roof with Her Majesty's courts of justice, Osgood Hall,

Frantizaty 14, 1871.

The Chief Justice is authorized by his brother judges of the Court of Common Pieas to express their concurrence in the foregoing answer to the invitations courtsously sent to them.

THE LAW SOCIETY'S UKARE.

The Law Society is used to them. Thinking that perhaps the snabbing so pointedly administered by the judges might be without effect in deterring the audacious debaters from proceeding with their meeting, the Law Society determined to take a more high-handed and decisive step. The Law Society, it may be necessary to inform the American readers, is the incorporated bar of the Province, and one of the most fossil Tory and unprogressive institutions in the country, as witness the enforced retention of the English gown by the barristers in pleading cases, and other mediaeval features retained in the courts. They immediately held a meeting—no, a "convocation"—and issued the following ukase, which savors mere of despotic Russia or Austria than a professedly free country:—

Six—The attention of the Benchers of the Law Societ in convocation having been called to the subject to be discussed at a public meeting of the Osgoode Debating Club, at Osgoode Hall, on Thursday next, I am directed by them is inform you that the Law Society will not permit any room in Osgoode Hall to be used by the olds for the discussion of political subjects, and I have therefore to request that the observation of the results of the control of the discussion of political subjects, and I have therefore to request that the observation of the observation of the control of the discussion of the observation of the control of the discussion of the observation.

political subjects, and reavening may be changed. Your obsolent servant, J. HILLYARD CARREDON, freesturer.

The Parsident Orgosele Debsit Child, Toronto.

The members orgosele Debsit Child, Toronto.

The members are Club were highly indignant for the comment and comment and comment among the profession and the citizens generally, and caused such a shaking of the dry bones of toryism as we have not had for along time. There is little doubt that the action of the judges and the Law Saciety was Instituted by the Ottawa government, who dread the chilghienmenn of the popularment was Instituted by the Ottawa government, who dread the chilghienmenn of the popularment on the subject. The immediate result has been the formation of a society known as the 'Independence Association' by some of the leading spirits of the Osgoode Club, differing, however, from the latter society in the fact that it is not limited to professional men, all being invited to join. It starts with a membership of about forty, including some prominent merchants. The ill-avised and tyraunical course of the Law Society has had the opposite effect from that intended, and given a wonderful impetus to the cause of independence.

Fenian Claims Against Great Britain for False Imprisonment.
PHILADRLPHIA, Feb. 21, 1871.

whether the Joint High Commission is empowered to adjudicate upon claims of American citizens wrongfully confined in British prisons on account of suspicions of their connection with the so-cailed Fenian movement. In reply Secretary Fish says:—

MORE DOCTORS.

University of New York-Commencement of the Medical Department.

The annual commencement of the above department was held at Association Hall last evening a arge number of ladies being present. On the stage were seated the following geatlemen: --Professors Draby, S. C. Draper, Post, Budd, H. Draper, Thomas, Loomis and Erasmus Littlefield. After the reading of the Scriptures and prayer Chancellor Crosby ad dressed the graduates, and then read the list for the year, which numbered ninety students, the largest for ten years. The degree of M. D. was conferred upon these gentlemen in classes of ten. The Chanellor then announced that the faculty bestow a certificate of honor upon all graduates who attend the of their higher qualification. These are the names of graduates who receive this distinction:-Henry J. Bergold, New York: F. Betancourt, West Indies; F. W. Bowron, C. P. Cooper, M. Ballirrian, Turkey; J. M. B. Denton , J. S. Farrow, G. S. Hagopian, Syria; A. T. Hendricks, H. R. Huntingdon, Glendy King; John Lochnir, L. W. McCan, W. B. Maguire, N. B. Sizer,

T. S. Summer.
The gold medal donated by Valentine Mott as a peperptual prize was awarded to Hie Tien, of Stam, for the best anatomical and surgical preparation. F. Baldwin, of New Jersey, received the silver medal for the second best. N. B. Liger, E. P. Cooper, i. Rossa and W. Stoddart obtained prizes for the best reports in clinics. T. S. Summer carried off the award for examination in obstetrica.

tamed prizes for the best reports in clinics. T. S. Summer carried off the award for examination in obstetrics.

Professor Draper then addressed the classes, and sad:—By the power vested in the University you have to-night received your diplomas. Allow me to welcome you to the profession of your choice. The degree of Dector which has just been conferred upon you must remain with you all your lives; be careful that you always sustain it with true dignity. During your college life your time has been devoted to the examination of the results obtained by others. Now you go forn to the world as practitioners, endeavor in your labors to add new links to the bright chain or securce. The life of a physician is a laborious and continuous study of the diseases that are passing under his notice. The success you hope to obtain will depend upon a close observance of the cases that come before you. In referring to the sources from which they should derive further medical culture, the Professor said John Locke has told us that only is our own which we obtained by diligence and care. Patience, the went on, will be the prominent virtue you will be called upon to practice for professional advancement. Asset especially imputience is the greatest evil. He advised them to be as lenient as possible at all times with the poor, and endeavor to make the rich pay for them.

E. F. Beston then addressed his tellow students, times with the poor, and encode his reliow students, E. F. Beston then addressed his reliow students, and thanked the Professors for their uniform kindness and solicitude, alluding very feelingly to their alma mater.

A REMOGRAT ELECTED MAYOR OF SYRACUSE.

SYRACUSE, N. Y., Feb. 21, 1871. At the charter election held here to-day the demo-crais elected Francis E. Carroll, Mayor, by 134 majority. This is a democratic gain of about 500 since a year ago. The republicans elected five out of the eight aldermen.

ANOTHER ELIZABETH BRIDGE DISASTER.

In Elizabeth yesterday, owing to the freshet in the creek, a portion of the bridge on Crane street, now being built across it, gave way. The damage will amount to about \$500. No person was injured.